ENGLISH

RUX

RUX38

SR SUNTOUR

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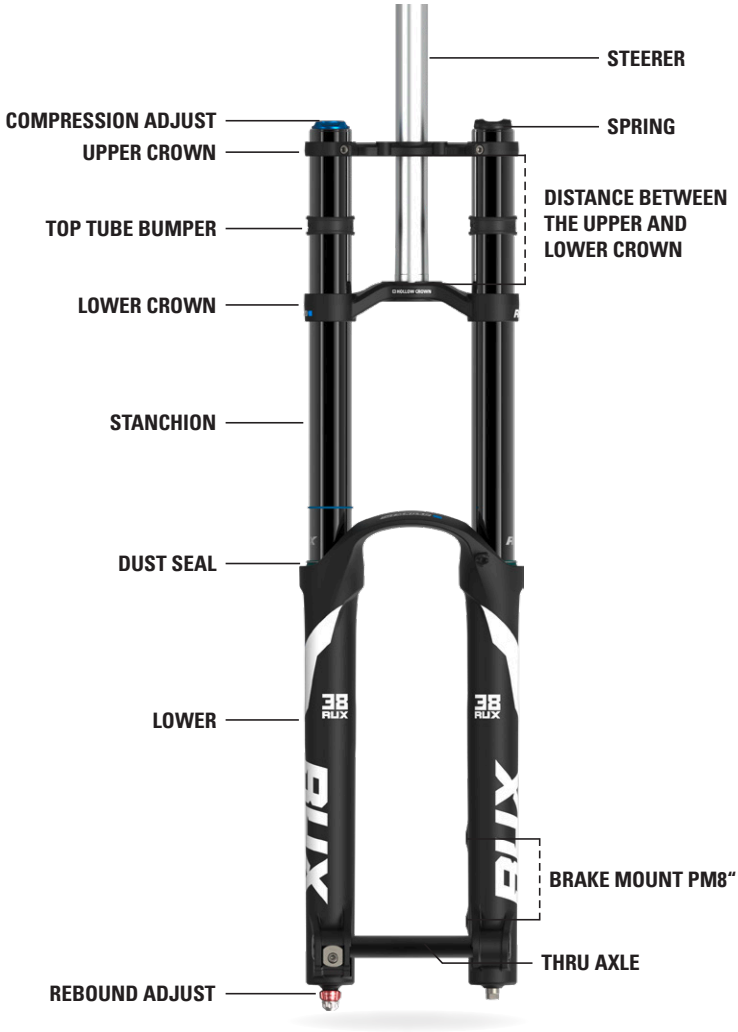
WARNING!

Carefully read, understand and follow the instructions provided in this manual, and keep it in a safe place for future reference. If you have any doubt whatsoever regarding the use or maintenance of any SR SUNTOUR product, please contact SR SUNTOUR. Failure to follow these warnings and instructions can result in product malfunction, causing an accident, severe injury or death.

OVERVIEW



TIGHTENING TORQUES	
Spring side, top	20Nm
Spring side, lower	8Nm
Damping side, top	20Nm
Damping side, lower	7Nm
Crown clamps	7Nm

WARNING!

For proper torque of the brake mount, please refer to the manuals provided by the brake manufacturer.

FORK ASSEMBLY

WARNING!

Avoid product malfunction, an accident, personal injury or death. Your new SR SUNTOUR suspension system should be installed, maintained and serviced by a qualified and trained bicycle mechanic.

WARNING!

Avoid product failure and an accident, personal injury or death. All mounting screws must be tightened with the respective torques specified by the manufacturer of each individual component (i.e., brake, headset, etc.).

1. Remove the old fork from your bicycle. Remove the headset cup from the fork.
2. Measure the length of the steerer tube of your old fork and compare it to the length of the steerer tube of the SR SUNTOUR fork. The standard length of SR SUNTOUR suspension fork steerer tubes is 255 mm. It may be necessary to shorten the steerer tube to the correct length.
3. Install the fork bearing race firmly at the top of your fork crown. Reattach the fork assembly (headset, spacer, handlebar stem) to the bicycle. Adjust the headset until no more play is observed. Further information can be found in the installation instructions of the headset manufacturer.

You can use the following formula to determine the proper length of the steerer tube:

Head tube of the frame + Headset height + Spacer if applicable + Height of the stem - 3 mm distance = Length of the steerer tube

4. Install and properly adjust the brakes according to the brake manufacturer's instructions. If you are using a disc brake, install the brake only into the designated receptacle hole for the disc brake. Use only cantilever brakes that are made for use without support system. Follow the assembly instructions of your brake manufacturer. Select the proper length for the brake cable so that it does not interfere with the fork or steering.
5. Reattach the front wheel. Make sure that all clamping levers and nuts are set and tightened properly (at least four threads must engage in the nut when the quick release is locked). If the fork is equipped with a thru-axle system, then all screws must be checked for proper torque. Follow the instructions of the Quick Release or Turn-Axle manufacturer.

20mm BOLTED THRU AXLE ASSEMBLY

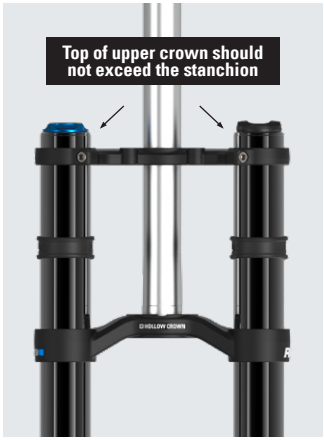
1

Slide in the axle and tighten it with a 6mm allen key to 10Nm.

2

Tighten the securityclamp with a 4mm allen key to 7Nm.

CROWN ADJUSTMENT



Flat upper crown

Tall upper crown

WARNING!

Pay attention to the minimum and maximum values when clamping the lower crown. Do not deviate from these numbers. The top portion of the upper crown should not go past the top of the stanchion. The distance between the upper and lower crown must not be bigger than:
- 145mm if you use the flat crown
- 165mm if you use the tall crown

ADJUSTING THE DOUBLE CROWN

CLAMPING OF THE CROWNS

It is extremely important to properly tighten the clamps for the fork stanchions and steerer tube. Evenly and gradually tighten the screws in a crisscross pattern (i.e. top left, bottom right, bottom left, top right) until the proper torque of 6-8 Nm is reached. If you do not heed this information, you risk having a loose fork crown, steerer tube and fork stanchions.

WARNING!

Pay attention to the minimum and maximum values. Do notdeviate from these numbers. The distance between the upper and lower crown must not be bigger than:

- 145mm if you use the flat crown
- 165mm if you use the tall crown

ADJUSTING REBOUND DAMPING

Rebound damping allows you to adjust the speed with which the fork rebounds after it was compressed.

You can distinguish between lowspeed- and highspeed-adjustment.
Lowspeed-compression: Adjustment for slow impulses
Highspeed-compression: Adjustment for fast impulses

Turn the adjusting knob counter-clockwise (- / less damping) to increase the extension (rebound) speed of your fork. To reduce the extension (rebound) speed, turn knob clockwise (+ / more rebound). To find the right rebound speed, turn the adjusting knob as far clockwise as possible (slowest extension). Put your entire body weight on the suspension fork and let it rebound abruptly. Now decrease the rebound gradually (fastest extension) and repeat this procedure until the suspension fork almost jumps when it rebounds.

Recommendation: Adjust the rebound to the fastest possible configuration without causing a jumping of the front wheel.

WARNING!

A too fast adjustment can cause uncontrolled jumping of the front wheel and a loss of traction.

ADJUSTING COMPRESSION DAMPING

- Extra oil flow for high speeds and hard impacts while still offering excellent performance for both small bumps and trail chatter.
- Internal shim based high speed compression and rebound management.
- External low speed compression & rebound adjust
- High and low speed circuit work independent but transition seamlessly into each other.

MAINTENANCE

- After every ride: Clean the fork tubes and dust seals and maintain with an oily cloth. Check stanchion tubes for dents, scratches or other discoloration or leaking oil.
- Every 50 hours: Maintenance 1 (at dealer)
- Every 100 hours or once a year: Maintenance 2 (at dealer, ideally before winter time in order to protect all parts from the effects of weather by proper greasing)

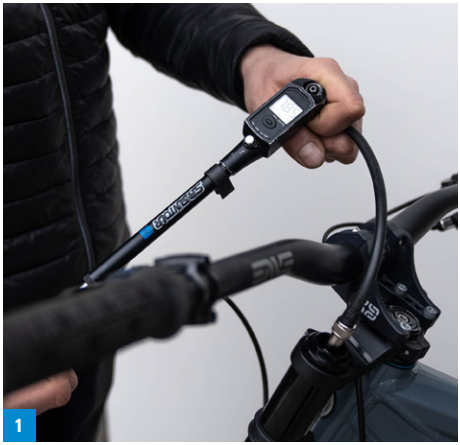
MAINTENANCE 1:

Check function of fork / check torques of mountings screws and nuts on bottom of lowers (steel 10 Nm, alloy 4Nm) / check for scratches, dents, cracks, discolouration, signs of wear and signs of minor corrosion (maintain with oily cloth), or oil leaks.

MAINTENANCE 2:

Maintenance 1 + disassembly / cleaning the entire fork inside and out / cleaning and lubricating dust seals checking torques / adjusting to the riders liking.

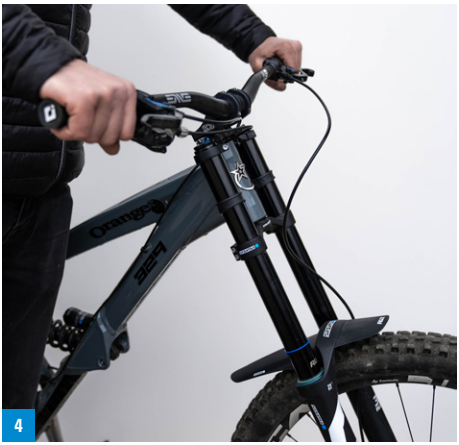
SETTING TIP FOR EQ AIR FORKS



Put the suggested air pressure and compress the fork at least 50% of full travel several times in order to equalize the air pressure between positive and negative air chamber.

Sit on the bike with equipment (such as backpack) and ask somebody holding the bike, stand on the pedals, and the compress the fork several times. Then sit on your bike at your normal riding position.

Slide the SAG indicator O-ring down to the top of the dust seal.



Gently step off the bike without compressing the fork furthermore.

Check the O-ring position to see if the SAG setting is properly done.

In case if the SAG setting is not properly done, air pressure must be adjusted.

- **In order to increase the SAG, decrease the air pressure.**
- **In order to decrease the SAG, increase the air pressure.**

Repeat the above procedure until you can find the correct SAG setting.

QSP PORTS

The RUX features easy to use threaded QSP ports for a quick and easy way to add lubricant between runs and to release trapped air. Using a 2.5mm allen key unthread the cap. Any trapped air will release. Then using a threaded syringe you can add oil to keep your seals fresh and moist.

AIR PRESSURE AND "SAG"

The "SAG" (negative spring stroke) is the compression which is just caused by the rider's weight, including equipment (such as backpack), seating position and the frames geometry. SAG is not as a result of riding. Every rider has a different weight and seating position. The "SAG" depends on the position and weight of the rider and should be between 15% and 30% of the fork's max travel depending on the intended use and preferences.

Rider weight (kg)	Suggested air pressure (psi)
< 55	< 40
55-65	40-50
65-75	50-60
75-85	60-70
85-95	70-85
95 <	85+
Pressure control in the application	70psi
Max. Pressure	**105psi**

1. Unscrew the valve cap. Screw a fork / shock pump onto the valve.
2. Pump the suspension fork up to the desired pressure. Never exceed the recommended maximum air pressure. Note the table below.
3. Sit on the bicycle in normal riding position and check the "SAG". Add or release air as needed. In order to properly assess the "SAG", attach a cable zip tie to the fork stanchion. You can lean against a wall in order to be able to sit still on the bicycle, in order to measure the "SAG".

ADJUSTABLE AIR CHAMBER *(WITH RUBBER AIR SPACERS)*

The RUX has an air chamber with adjustable volume. This allows the rider to choose between a more linear or a more progressive suspension curve. The more spacers are installed, the more pro-gressive the characteristic curve. With the top cap removed, the spacers can be removed or inserted without tools.

RIDING STYLE	**RIDER WEIGHT** Pressure 25% Sag	**55-65 Kg** 55 PSI	**65-75 Kg** 65 PSI	**75-85 Kg** 75 PSI
	Aggressive			
	Balanced			
	Easy	No Spacer		

WARNING!

The air chamber is pressurised! Before opening, let the air out of the fork completely to prevent the valve and the spacer unit from being ejected forcefully and potentially causing injuries.

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